

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 1180-01
Bill No.: HB 388 with HCA 1
Subject: Agriculture and Animals; Motor Vehicles; Transportation
Type: Original
Date: February 11, 2015

Bill Summary: This proposal changes the laws regarding weight limitations for vehicles hauling livestock or agriculture products on state highways and the laws regarding log trucks and tractors.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND			
FUND AFFECTED	FY 2016	FY 2017	FY 2018
Total Estimated Net Effect on General Revenue	\$0	\$0	\$0

ESTIMATED NET EFFECT ON OTHER STATE FUNDS			
FUND AFFECTED	FY 2016	FY 2017	FY 2018
Road Fund	(Unknown greater than \$100,000)	(Unknown greater than \$100,000)	(Unknown greater than \$100,000)
Total Estimated Net Effect on <u>Other</u> State Funds	(Unknown greater than \$100,000)	(Unknown greater than \$100,000)	(Unknown greater than \$100,000)

Numbers within parentheses: () indicate costs or losses.

This fiscal note contains 5 pages.

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2016	FY 2017	FY 2018
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)			
FUND AFFECTED	FY 2016	FY 2017	FY 2018
Total Estimated Net Effect on FTE	0	0	0

☒ Estimated Net Effect (expenditures or reduced revenues) expected to exceed \$100,000 in any of the three fiscal years after implementation of the act.

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2016	FY 2017	FY 2018
Local Government	\$0	\$0	\$0

FISCAL ANALYSIS

ASSUMPTION

Officials from the **Department of Revenue**, the **Department of Public Safety - Missouri Highway Patrol** and the **Department of Agriculture** each assume the proposal will have no fiscal impact on their respective organizations.

Officials from the **Department of Transportation (MoDOT)** assume an unknown negative impact to the Road Fund from the increased cost of additional wear and tear to the highways and bridges. The department also assumes a negative impact of \$75,000 the first year for computer upgrades to accommodate the \$25 permit fee. These fees are expected to generate an unknown impact but officials from MoDOT assume the income will be less than \$75,000.

Oversight assumes the \$25 fee collected for trucks weighing more than 80,000 would be a minimal income to the Road Fund. Since it is unknown how many permits will be sold, for fiscal note purposes only, Oversight will estimate the income to the Road Fund as 'Unknown'.

Oversight will also estimate a cost to the Road Fund of "(Unknown greater than \$100,000)", since there is no way to quantify the dollar amount of additional wear and tear to the highways and bridges for additional maintenance. For fiscal note purposes, the computer upgrades will be included in the cost to the Road Fund.

House Committee Amendment 1

Officials from the **Department of Public Safety - Missouri Highway Patrol**, the **Department of Transportation** and the **Department of Agriculture** each assume the amendment will have no fiscal impact on their respective organizations.

Officials from the **Department of Revenue** assume this amendment broadens the definition of a "local log truck" and a "local log truck tractor". The registration fee for a local log truck or truck tractor is less than that of a standard local property-carrying commercial motor vehicle registered at 72,000 lbs and above.

DOR officials estimate the proposed language will require procedure changes by a Management Analyst Specialist I, at a cost of \$890.

ASSUMPTION (continued)

Oversight assumes DOR is provided with core funding to handle a certain amount of activity each year. Oversight assumes DOR could absorb the costs related to this proposal. If multiple bills pass which require additional staffing and duties at substantial costs, DOR could request funding through the appropriation process.

<u>FISCAL IMPACT - State Government</u>	FY 2016 (10 Mo.)	FY 2017	FY 2018
ROAD FUND			
<u>Income</u> - \$ 25 fee for trucks over 80,000 pounds	Unknown	Unknown	Unknown
<u>Loss</u> - DOR - reduction in registration fees from expanded definition of local log truck	(Unknown)	(Unknown)	(Unknown)
<u>Cost</u> - MoDOT Increased maintenance, tracking for increased weight limits, signage and computer cost	(Unknown greater than <u>\$100,000</u>)	(Unknown greater than <u>\$100,000</u>)	(Unknown greater than <u>\$100,000</u>)
ESTIMATED NET EFFECT ON ROAD FUND	(Unknown greater than <u>\$100,000</u>)	(Unknown greater than <u>\$100,000</u>)	(Unknown greater than <u>\$100,000</u>)
<u>FISCAL IMPACT - Local Government</u>	FY 2016 (10 Mo.)	FY 2017	FY 2018
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT - Small Business

No direct fiscal impact to small businesses would be expected as a result of this proposal.

FISCAL DESCRIPTION

Currently, the total gross weight of a vehicle or combination of vehicles hauling livestock on specified highways in the state cannot exceed 85,500 pounds with the exception of vehicles operated on the Dwight D. Eisenhower System of Interstate and Defense Highways.

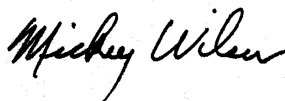
This bill removes the specified highways and applies this weight limitation to any vehicle hauling livestock or agricultural products, not including local log trucks, on any highway of this state with the specified exception. Any vehicle hauling livestock or agricultural products weighing more than 80,000 pounds must apply to the Department of Transportation yearly for a permit and must receive a permit upon paying a \$25 fee. Upon renewal of the permit, the applicant must submit to the department a list of roads traveled and the number of miles traveled on each road during the year.

The proposal also redefines "local log truck" and "local log truck tractor" for purposes of registering and licensing motor vehicles.

This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Department of Transportation
Department of Agriculture
Department of Revenue
Department of Public Safety



Mickey Wilson, CPA
Director
February 11, 2015

Ross Strope
Assistant Director
February 11, 2015